

HOUSEHOLDERS' HOUSES.—One of which is partially furnished.
Apply to
BEILLIOS & Co.
Hongkong, June 14, 1893. 1063

TO LET.
AT THE PEAK.
FIVE-ROOMED Semi-detached HOUSE, with endowments, on the South-Eastern Slope of Mount Gough.
Apply to
A. DENISON,
Bank Buildings, 1063

NO. 2, FRANK'S STREET, next to the Post Office—suitable for OFFICES or CHAMBERS.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, March 1, 1893. 390

TO LET.
NO. 2, SEYMOUR TERRACE, No. 4, OLD BAILEY STREET, THIRD FLOOR in No. 6, QUEEN'S ROAD, ROOMS in COLLIER'S CHAMBERS.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, June 2, 1893. 985

TO LET.
NO. 3, WEST TERRACE.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, May 31, 1893. 979

NOTICES TO CONSIGNEES.
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. Wingung having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 24th Instant, at 4 p.m., will be landed at Consignees' risk and expense into Godowns at East Point. No Fire Insurance will be effected. Bills of Lading will be countersigned by **JARDINE, MATHESON & Co.,** General Managers.
Hongkong, June 16, 1893. 1076

STEAMSHIP CALEDONIAN.
COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London or Steamers *de Guadeloupe* and *deux*, before 1 p.m. to-day (Wednesday), the 14th Instant, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned.

Goods remaining undischarged after Wednesday, the 21st June, at Noon, will be subject to rent, and landing charges. All Claims must be sent in to me on or before Wednesday, the 21st June, or they will not be recognized.

All damaged Packages will be examined on Tuesday, the 20th June, at 3 p.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODWELL, CARILL & Co.,** Agents.
Hongkong, June 13, 1893. 1042

SHIRE LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP PEMBROKESHIRE, FROM HAMBURG, ANTWERP, LONDON AND STRAIT.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their rate into the Godowns of the Hongkong and Kowloon Wharves and Godown Co., at Kowloon, whence and/or from the Wharves delivery may be obtained. Optional Cargo will be forwarded unless the contrary be given before Noon To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 19th Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Instant, at 3 p.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by **DODWELL, CARILL & Co.,** Agents.
Hongkong, June 13, 1893. 1042

TO-NIGHT (SATURDAY) 17th.
THE PRIVATE SECRETARY.
MONDAY 19th.
COMPLIMENTARY BENEFIT to
MR. HENRY KITTS, when special request 'THE MAGISTRATE' will be produced.

TUESDAY, 20th June.
Another New Comedy,
'THE GOVERNOR.'
Mr. HENRY KITTS as the DEAR BOATMAN.

WEDNESDAY, 21st June.
Farwell Appearance of the Company, Upon which occasion the Manager has much pleasure in tendering
A COMPLIMENTARY BENEFIT

Miss ETHEL ARDEN and Miss MARIE BRIAN, Upon which occasion the Sparkling Comedy 'OUR BOYS' will be presented.

Prices of Admission:
Dress Circle and Stalls.....\$2.00
Back Seats.....1.00
Soldiers and Sailors in uniform half-price to Back Seats only.
Box Office at Messrs. KELLY & WAISH, where Seats can be reserved.

A SPECIAL CAR will be run 15 minutes after the conclusion of each night's performance.
CHARLES E. CARL, Business Manager.
Hongkong, June 17, 1893. 1072

NOTICE.
WE the Undersigned, Passengers on board of the Portuan barque *Japan*, Messrs BROWN and LOREN, Owners, beg to THANK Most Sincerely, Mr. JUAN E. TABOADA, Master, for his kind treatment during the passage from Calcutta, Port, to the Port of Hongkong, and take pleasure in recommending Vessels of this Company, as well as the service of any of our countrymen, travelling between China and Peru.

Signed on board of the *Japan* on the Twenty-sixth day of June, 1893.

IP LI, FAI KWAI, QUOC CHAN, CHAY FANG, DGO ALEN, JOSE ANTONIO.
Hongkong, June 17, 1893. 1083

FROM HAMBURG, PENANG AND SINGAPORE.
THE S.S. Salsatia, Capt. E. CHRISTENSEN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 17th Instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharves and Godown Co., Ltd., and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 24th Instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th Instant, at 4 p.m. No Fire Insurance has been effected.

SIEMSEN & Co., Agents.
Hongkong, June 17, 1893. 1081

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY & FOCHOW.
The Co.'s Steamship *Namoa*, Capt. HARRIS, will be despatched on SATURDAY, the 24th Instant, at 3 p.m.

For Freight or Passage, apply to **DOUGLAS LAFRAIK & Co.,** General Managers.
Hongkong, June 17, 1893. 1073

CHINA NAVIGATION COMPANY, LIMITED.
FOR AMOY AND MANILA.
The Steamship *Sungking*, Capt. DOD, will be despatched on SATURDAY, the 24th Instant, at 3 p.m.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents.
Hongkong, June 17, 1893. 1068

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR NEW YORK VIA SUEZ CANAL.
The Co.'s Steamship *Pingsey*, Capt. J. C. JAMES, will be despatched on or about the 26th Instant.

For Freight, apply to **ARNHOLD, KARBERG & Co.,** Agents.
Hongkong, June 17, 1893. 1089

FOR YOKOHAMA AND HIOGO.
The Steamship *Salsatia*, Capt. E. CHRISTENSEN, will be despatched for the above Ports on TUESDAY, the 20th Inst., at 4 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to **SIEMSEN & Co.,** Agents.
Hongkong, June 17, 1893. 1082

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....THURSDAY, July 6.

City of New York (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....WEDNESDAY, July 12.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....THURSDAY, July 27.

THE U. S. Mail Steamship CITY OF RIO DE JANEIRO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 6th July, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Oceanic Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTH-EAST PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Service, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, Central and South America, by the Company's and other Steamers, will be granted. Freight will be received on board until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same to be stated.

Invoyces to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
Hongkong, June 17, 1893. 1085

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.
PROPOSED SAILINGS FROM HONGKONG, 1893.

(SUBJECT TO ALTERATION).
Tacoma.....Tuesday July 18.
Mogul.....Tuesday August 8.
Victoria.....Tuesday August 29.
Tacoma.....Thursday Sept. 28.
Mogul.....Thursday Oct. 19.

The Steamship *TACOMA*, Capt. J. H. HALL, sailing at Noon, on TUESDAY, the 18th July, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA. Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of The General Agent Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office with address marked in full 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to **DODWELL, CARILL & Co.,** Agents.
Hongkong, June 17, 1893. 1090

Aerated Waters.

WATER.—The Water used is absolutely pure. Steam Plant of the latest and most powerful type. Supervision—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

THE PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

Dakin, Cruickshank & Company, Ltd.
VICTORIA DISPENSARY.

SHIPPING.
ARRIVALS.
June 16—
Polina, German steamer, 838, Gefken, Saigon June 12, Rio, Melbourne & Co. Agents, 400, G. Peterson, Falmouth June 13, and Helbow 13, General.

Yuzuki, British steamer, 2,299, Lapage, Moji June 12, General.—BUTTERFIELD & SWIRE.

Yuzuki, French steamer, 258, H. E. Mouton, Haiphong June 14, General.—A. R. MARY.

Chang Hock Kien, British steamer, 956, Henry Dinwale, Singapore June 10, General.—BUR HIN CHAN.

Nanchang, British steamer, 1,032, E. Finlayson, Singapore June 10, Timber.—BUTTERFIELD & SWIRE.

Namoa, British steamer, 863, J. Harris, Fochow June 14, Amoy 15, and Swatow 16, General.—DOUGLAS STEAMSHIP CO.

Salsatia, German steamer, 1,640, E. Christensen, Hamburg and Singapore June 10, General.—SIEMSEN & Co.

Sungking, British steamer, 934, C. B. N. Dodd, Manila June 14, General.—BUTTERFIELD & SWIRE.

Yuzuki, British steamer, 1,106, J. Stesser, Shanghai June 13, and Swatow 16, General.—JARDINE, MATHESON & Co.

DEPARTURES.
June 17—
Ash, for Haiphong.
Pekin, for Amoy.
Port Albert, for Shanghai.
Palamed, for Shanghai.
Canton, for Shanghai.
Peru, for Nagasaki and San Francisco.
Yuzuki, for Shanghai and Tacoma.
Katherine, for Singapore, &c. Arday, for Singapore.

CLEARED.
R. R. Thomas, for New York.
Tientsin, for Manila.
Cheong Hock Kien, for Amoy.
Achois, for Bangkok.
Achois, for Haiphong.
Loo Sch, for Bangkok.

PASSENGERS.
Per Polina, from Saigon, 15 Chinese.
Per Yuzuki, from Moji, 3 Japanese.
Per Chang Hock Kien, from Singapore, 505 Chinese.

Per Sungking, from Singapore, 9 Chinese.
Per Namoa, from Coast Ports, Miss Isabel Castro, Rev. F. B. Horro, Mr. Chang Yi Shu, and 111 Chinese.

Per Salsatia, from Singapore, Mr. W. J. Gerrard, and 230 Chinese.
Per Yuzuki, from Manila, Mr. J. B. Lawrie, and 21 Chinese.

Per Yuzuki, from Shanghai, Miss Colgan and Waddilow, Master Waddilow; from Swatow, Mr. Ford.

DEPARTED.
Per Peru, for Kobe, Messrs Swani, Lullaboy, H. G. Chester, Haig and Leong Fat; for Yokohama, Miss Laura Jeffries, Messrs A. P. Happer, Jr., F. X. d'Almeida e Castro, and E. W. Roper; for San Francisco, Mr. E. J. Bais, Miss Band, Mrs. Andrew, Dr. E. Dodice, Messrs Van Redbrook, R. T. Duncan, and Robt. Quinton; for Albany, Mr. O. K. Barker; for London, Mr. F. Wilson; for Paris, Mr. Raphael Levy.

Per Yuzuki, the Shanghai, Mr. and Mrs. Geo. B. Dordwell and 2 Chinese.
Per Salsatia, Messrs H. C. Nicolle, J. Friser, for Yokohama, Surgeon-Capt. and Mrs. Beveridge; for Tacoma, Mr. O. G. Miller; for Victoria, Mr. and Mrs. Chun Soy Lam, Messrs Foleman, Harold Andersen, Johan Forstman, and James Hunter; for Portland, Mrs. Wong Sam Gze and daughter, Mrs. Sam Moy and daughter; for Vancouver, Mrs. Chun Moy.

SHIPPING REPORTS.
The British steamer *Yuzuki* reports: Had fine weather, and moderate N.E. winds.

The British steamer *Chang Hock Kien* reports: Weather fine throughout, wind light, and moderate N.E. winds.

The British steamer *Nanchang* reports: Had fine weather with moderate N.E. and variable winds, with heavy showers. Appearance of a typhoon to the South-Eastward of Macleod's Bank on June 14th.

The British steamer *Yuzuki* reports: Left Fochow on the 14th June, and experienced moderate N.E. breeze and fine but cloudy weather to Amoy. Left Amoy on the 16th, and Swatow 16th; from Amoy to Swatow light N.E. breeze and fine; from Swatow to port, similar weather. Steamer in Fochow, *Huashin*. Steamer in Amoy, *Ping Qing* and *Meico*. Str. in Swatow, *Yuzung*.

The British steamer *Sungking* reports: Had light wind and fine weather, with occasional rain throughout.

The British steamer *Yuzung* reports: Had light Ely breeze and fine weather to Swatow; thence to port, moderate breeze and fine weather.

MEMOS. FOR TO-MORROW.

Shipping.
Daylight—Prometheus leaves for London.
9 a.m.—Execution trip by *Honam* to Macao.

MEMOS. FOR MONDAY.

Shipping.
3 p.m.—Taking leave for Manila, &c.
4 p.m.—Lyonoon leaves for Shanghai.

Auctions.
p.m.—Auction of Crown Land at Macao Gap, South of Military Sanitarium.

Amusements.
9 p.m.—Performance at the City Hall.

Miscellaneous.
Goods per *Pembroke* undelivered after this date subject to rent.

Not Responsible for Debts.
Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

CHERIEA, Danish barque, Captain H. Pedersen.—Order.
GOLDEN FLEEC, Amer. schooner, Capt. Robert Quinton.—Captain.

A. S. WATSON & Co., LIMITED.
ESTABLISHED A.D. 1841.
MANUFACTURERS OF Aerated Waters.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

'BOMBAY SODAS.'
We continue to supply large bottles as heretofore, free of *Excise Charge*, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS.
Whenever practicable, are despatched by First Steamer leaving after receipt of order.

For Coast Ports—Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in Counterfoil Order Books supplied free on application.

Our Registered Telegraphic Address is 'DISPENSARY, HONGKONG.' And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:

PURE AERATED WATER.
SODA WATER
LEMONADE
LITHIA WATER
SARSAPARILLA WATER
TOMATO WATER
GINGER ALE
GROGRADE
LIMON SQUASH
RASPBERRYADE

No Credit given for Bottles that look dirty or grasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY, HONGKONG. 505

BIRTH.
On the 12th June, at the Manse, 1 Scotch Road, Shanghai, the wife of Rev. JOHN STUBBS, of a Son.

MARRIAGE.
In Kobe, on May 30th, at the residence of Rev. W. E. Towson, in the presence of the Hon. E. J. Smithers, U.S. Consul, Rev. WILLIAM A. Duffus of Uwajima, to Miss E. Bury, of Hishima. Rev. W. E. Towson officiated, assisted by Rev. J. C. O. Newton. Both of the contracting parties were members of the Southern Methodist Mission.

DEATH.
At No. 88, Concession, Kobe, on the 4th Inst., WILLIAM POSER, a native of Frankfurt-on-Main, Germany, in his 39th year.

The publication of this issue commenced at 6.45 p.m.

The China Mail.
HONGKONG, SATURDAY, JUNE 17, 1893.

ONE of the burning local questions of the day is whether we are to have a tramway line in Queen's Road or not. The proposal to lay a double line of rails and run electric cars in the principal thoroughfare of the colony is at present being considered by the Government and is being pretty warmly discussed by a considerable number of the community who are interested directly or indirectly in the project. A notification appeared in the *Government Gazette* of the 3rd inst. requesting householders residing in Queen's Road to inform the Colonial Secretary, on or before June 17, as to their views in regard to the proposal. Seeing that the great bulk of the householders on the route of the proposed tramway are

Chinese, it is hardly likely that the Colonial Secretary's invitation would meet with anything like a general response. The promoters of the scheme seem to have appreciated this fact and they accordingly took steps to elicit an expression of opinion on the subject. The result, we understand, was that forty-three of the fifty European householders on the route replied in favour of the tramway, while only three expressed themselves as opposed to it, and of some five hundred Chinese householders, of the shopkeeping class, four hundred and twenty voted in favour of the project. If the decision of the Government as to whether permission should be given for the construction of the tramway or not depends on the opinion of the majority of the householders on the route we should say that the result of this canvass—which we are assured was in every respect a *bona fide* one—ought to be conclusive. It is alleged by the promoters, however, that since this expression of opinion was obtained the anti-tramway party—for it seems there is such a party—has been doing its best to get up a petition in opposition to the scheme, and has in fact succeeded in doing so. What the effect of that petition will be we do not know, but it would be interesting to know how many of those who signed it would be affected one way or another by the construction of a tramway in Queen's Road, and whether they have all an intelligent idea of the project which the petition opposes. The chief objection to the scheme seems to be the narrowness of Queen's Road, and to us this seems to be really the only objection that is worth a moment's consideration. The tramway promoters point out that there are streets in London narrower than Queen's Road in which a double line of rails has been laid down, and that the tramway, if laid down as proposed, would leave a clear space of eight feet between the side of the car and the outside edge of the sidewalk. They also state that, as the electric car can be stopped almost instantaneously, there can be very little danger of collision with rickshaws coming from cross streets at right angles with the tramway rails. One obvious objection, regarding the scheme from the Chinese point of view, is that it would deprive a number of ricksha men of their present means of livelihood; but this is precisely the kind of argument that was used against railways and nowadays its influence among civilised communities is practically nil. Looking at the scheme in its relation to the public convenience and the prosperity of the colony we cannot see any reasonable objection to it. If the Canadian syndicate who are the projectors of the scheme are prepared (as we understand they are) to spend \$300,000 or \$400,000 with the view of giving the public improved facilities for travelling from one end of Queen's Road to the other we do not see why they should be hindered. Whether the tramway will pay or not is a question for the syndicate. From the ratepayers' point of view, it seems to us the tramway will be a decided advantage. The whole of the public roadway between the rails, and 18 inches outside the rails, has to be kept in order at the expense of the Tramway Company. With that part of the roadway constructed of cement concrete, after the tramway is laid down, the condition of this busy thoroughfare will be most decidedly improved.

TELEGRAMS.
[SUPPLIED TO THE 'CHINA MAIL']
(Via Southern Line.)

A NATIONALIST RESIGNED.
LONDON, June 16, 1893.
Mr. John Morrough (Nationalist), M.P. for Cork County (South-East), being opposed to the action taken by Messrs Dillon and O'Brien, has resigned his seat.

NEW GOVERNOR FOR SINGAPORE.
Lt.-Col. Sir C. Bullen Hugh Mitchell, Governor of Natal, has been appointed to the action taken by Messrs Dillon and O'Brien, has resigned his seat.

ORIGINY.
The Maryborough Club has beaten the Australian Team by seven wickets.

PANAMA SCANDALS.
The Court of Cassation has cancelled the sentences on M. M. Charles Lescage, Fontanes, and Biffet for breach of trust. M. Lescage remains in prison to undergo the sentence passed on him for corruption, but will probably receive a conditional release. The other prisoners are likely to be liberated.

HOME RULE BILL.
Owing to important miscalculations by the Treasury Departments whereby the estimates of the Irish revenue are greatly reduced, Mr. Gladstone will insert revised financial clauses into the Home Rule Bill.

LOCAL AND GENERAL.
PASSER SUEZ CANAL.
OUTWARD BOUND.—Hongkong, May 23: *Frigo*, Glenyle, Palmerston, 90; *Manila*, June 2 (1); *Orus*, Fyrrhus, Libran, Mandarini, 6; *Dranschnegg*, Monmouthshire, 10; *Petrochi*, 18.

HOMEWARD BOUND.—Canton, May 26: *Orus*, *Mirapora*, June 2; *Fernox*, *Cape Comore*, *Lavang*, *Radnorshire*, 9; *Nicola*, *Sulley*, 13.

The P. M. s. *City of Rio de Janeiro*, with American mail, &c., left San Francisco on 1st June for Yokohama and Hongkong.

The C. P. R. s. *Empress of India* left Vancouver on June 6, for Hongkong. The P. M. Co.'s steamer *City of New York*, with mails, &c., left San Francisco for this port, via Yokohama on June 8. The Northern Pacific s. s. *Tacoma* left Victoria, B.C., for Hongkong, via Japan on June 10.

The P. & O. s. *Gaillard*, from Bombay for this port, left Singapore on June 12, and may be expected here on or about June 18.

The P. & O. s. *Malacca*, from Bombay for this port, left Singapore on June 14, and may be expected here on or about June 20.

The s. s. *Glaize* left Singapore on June 14, and may be expected here on or about June 19.

The Union Line s. s. *Angara*, from Hongkong, &c., left Singapore on June 14, and may be expected here on or about June 21.

The O. S. S. Co.'s s. s. *Telmachus* left Singapore on June 15, and may be expected here on or about June 21.

HONGKONG ELECTRIC CO., LTD.

The fourth annual meeting of shareholders in this Company was held this afternoon. Mr. H. L. Dalgry presided, and there were present Messrs. J. J. Kewick (Director), Messrs. A. G. Wood, S. L. Dwyer, J. Chank Kai, J. Maclehoose, Osoiro, Baptista, Gomes, Leung Shui Lun, W. H. Wickham, (Manager) and C. F. Harton (Acting Secretary).

The Chairman said:—The report and accounts, having been in your hands for the past fortnight, I would propose with your permission to take them as read. It will be seen from the Manager's Report that some progress has been made in the Company's operations during the past 12 months, and the results of this are shown in the accounts themselves, the gross earnings showing an increase of \$15,000 on the preceding year's figures, which, after allowing for the greater amount of installation work done compared with that done during the previous year, leaves a fair amount as additional earnings represented as coming from the light itself. This, though to some extent satisfactory, still leaves much to be desired. I think the reasons for this are, that the progress hitherto made has been due to the somewhat artificial conditions of the market, which have not been so unfavorable as in previous years, but we continue to be of opinion that in a place such as this, where climatic conditions are so much in favor of the extension of such a business, we cannot fall with patience to see a largely increased demand for it which more prosperous times come round, and we are at any rate prepared with all the necessary machinery to supply this when the wished-for time arrives. I should point out quite recently that the installation work has not been so successful as it appears in present accounts. Referring to the items at debit of working expenses, I think I need only refer to the following, which show a small increase on previous accounts, brought about by the engagement of an assistant to take the place of one whose term of service had expired. Goals show a very substantial decrease, due to the fact that the charges on which the goods of the company are available to obtain our supplies. Stores: This item is larger by some \$3,000, but included in this is a considerable sum representing cost of sundries supplied, and fittings, &c., to customers, which the account itself has already rendered, it being considered that the cost of certain supplies previously debited to other accounts should properly appear in this one. I would remark that the Directors have again foregone questions were asked.

The Chairman moved the adoption of the report and accounts.

Mr. Maclehoose seconded.

Mr. Dalgry moved that the appointment as Directors of Mr. S. L. Dwyer and the Hon. J. J. Kewick in room of Mr. T. K. Davies (deceased) and Mr. J. J. Bell-Irving be confirmed.

Mr. Osoiro seconded.

Mr. Maclehoose moved that the retiring Directors, Messrs. Dalgry and Kewick be re-elected.

Mr. Osoiro seconded.

The resolution of the auditors, Messrs G. Stewart and H. Hunter, was moved by Mr. Gomes and seconded by Mr. Osoiro.

Agreed.

This was all the business.

FRAGRANT WATERS' MUMMUR

That the Reclamation Petition is said to be undergoing a process of digestion at Government Offices, and I hear that all the marine lot-holders have been asked to give their opinion as to postponement or prompt filling in.

That, as I have formerly mentioned, prompt filling has never been tried as yet, the delay in executing the work being a ground for suspension.

That the Petition might be answered by the contractor being told to dawdle just a little more.

That, as your Correspondent "Dial," has pointed out, there is every reason why the lot-holders and the Government should be left to fight it out between themselves.

That it has been suggested the Government should advance the money to complete the extension, and in such a case it is possible to ascertain with any degree of certainty whether the reclaimed ground will cover the expense of reclamation, if sold.

That the assumption by Government of the role of pawnbroker might make the reclamation business more of a public question than it appears to be at present.

That the proposed Tramway has been the subject of some lively conversation during the last week or two.

That its opponents say it will be a nuisance in a narrow street like Queen's Road, while its promoters allege that it will double the amount of traffic from becoming a promenade.

That the traffic in the Chinese portion of Queen's Road is very badly in want of a regulator may be seen at any hour of the day, and the way in which pedestrians avoid the sidewalk is most amusing.

That a tramway would force most of the Chinese who now crowd the main road into the deserted sidewalks.

That the regulating influence of a tramway in China-town would, to my mind, be a vast improvement, and the bigger number of people of dawdling pedestrians, raising rickshaws and rambling garrulous men would be a great relief.

That east of Pottinger Street the congested traffic of the roads is not so manifest as it is further west.

That speaking of traffic, the roads (especially on the upper levels) are sadly damaged with the late heavy showers, and their loose and pebbly condition shows that they are unequal to the wear and tear of ordinary weather.

That I am not a road-maker and therefore do not know so much about that branch of industry as the P. W. D. staff, but small marble-streets, and even the best kind of road for Hongkong.

That the Hon. Stewart Lockhart no longer sits on the benches by the roadside, chatting familiarly in the language of Confucius or that of Robert Burns.

That he has not been seen for some months, and that he has left his address behind him in the newspapers.

That the quiet Confucian air of that address is most refreshing, and that many have come to the author of that funny book of Chinese Quotations with additional interest.

That when "his glorious banner" was already in the road, Mr. Lockhart must have felt flattered to hear that his "glorious banner" was so highly valued.

That his Registrar General "fills up the woods" from among the mulberries and the hemp is a statement the community were not altogether prepared for, but it is reassuring to know that he also remembers the existence of gold-welling culprits.

That Mr. Lockhart should "feel no self-doubt" at starting to travel 10,000 miles, is not surprising, in view of the fact that he travels that distance and more at some one else's expense.

That seriously, however, the "send-off" was just a little overdone, even after making every allowance for the unquestionable popularity of the Protector of Chinese.

That perhaps the Whitehead torpedo and the Ho Lung Kook campaign had a little to do with the extra enthusiasm thrown into the farewell banquetings and other functions of a valedictory nature.

That it may seem strange to think that, after all, our Registrar General returns after an absence of only six months.

That it is to be hoped Mr. Stewart Lockhart will effect some good to the Colony by removing the historical prejudice against Chinese emigration from Hongkong entertained in its despatches and instructions during a quarter of a century ago.

That Chinese will go to Brazil in large numbers, and there is every reason why that trade should pass through this port, and that all concerned should obtain the additional security against abuses and irregularities which British law and British influence would give.

That I hear the Brazilian Minister to Peking (who was not on board the wrecked *Amoroso Barro*) is shortly expected to arrive here, and that he will confer with Governor Robinson on the emigration question.

That a few confirmed old bachelors are a little lanky about the threatened appearance of ladies at the Exhibition meeting.

That the Government has undertaken to provide the speakers at this meeting, and Sir William has specially asked the ladies to come, it is to be hoped that the fairer sex will mean to propose, second, or support the resolutions.

That in any fair section of the Exhibition the aid of the ladies would be an invaluable, but as public speakers they are not an unqualified success.

That the aged bachelors aforesaid need not be afraid of any violent revolution in the cause of woman's rights for the present.

That the appointment of an active Secretary, who will (under the Commissioner's guidance) to discover what support can be obtained outside of Hongkong for the proposed Exhibition, should be one of the first things to be done.

That the speeches at Monday's meeting may be interesting and useful enough, but the definite plan of action by which the feeling of European and American manufacturers can be obtained, would be worth more than all the finest talk imaginable.

That the appointment of Mr. A. M. Thomson to be Registrar General in place of Mr. Stewart Lockhart is one which meets with the approval of the community, both native and European.

That Mr. Thomson is set down as one of the good fellows, and that the nomination to the important post he now fills implies that the Government is not without opinion.

That I hear Mr. Rennie has virtually got the nomination as Sanitary Superintendent, although no appointment has been made.

That it will not be an easy matter to fill Mr. McCallum's shoes with credit.

CORRESPONDENCE.

THE PROPOSED EXHIBITION IN HONGKONG.

To the Editor of the "CHINA MAIL."

Hongkong, June 17, 1893.

Sir,—With regard to the Public Meeting with the proposed Exhibition in Hongkong permit me to say a few words.

I have heard it repeatedly stated that a guarantee fund of from \$250,000 to \$300,000 is wanted to put the scheme upon a proper footing, and that, in the present financial state of the Colony, it is out of the question that such a large sum would be forthcoming. I venture to think, however, that before any such sum should be raised, it would be sufficient to cover the preliminary expenses. In my opinion the first thing to be done is to elect a thorough representative committee, whose duty it would be to prepare some scheme, to complete the extension, and in such a case it is possible to ascertain with any degree of certainty whether the reclaimed ground will cover the expense of reclamation, if sold.

That the assumption by Government of the role of pawnbroker might make the reclamation business more of a public question than it appears to be at present.

That the proposed Tramway has been the subject of some lively conversation during the last week or two.

That its opponents say it will be a nuisance in a narrow street like Queen's Road, while its promoters allege that it will double the amount of traffic from becoming a promenade.

That the traffic in the Chinese portion of Queen's Road is very badly in want of a regulator may be seen at any hour of the day, and the way in which pedestrians avoid the sidewalk is most amusing.

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A FAM. EXHIBITION. Sir.—Sulphuric Soap gives the natural skin and peach-like bloom of perfect complexion; makes the skin smooth, supple, healthy, comfortable. Sulphuric Soap, 6d. Tablets. Everywhere.

ALLEGED FRAUD AND PERJURY BY A BANKRUPT.

P. A. HARTY BEFORE THE MAGISTRATE.

This morning, at 10 o'clock, P. A. Hart, bankrupt, was charged, before Mr. H. E. Wright, Magistrate, with fraud and perjury.

Mr. E. C. Ellis (of Mr. Descon's office), prosecuted on behalf of the complainant, and the second was defended by Mr. H. L. Dalgry.

His Worship—I see there are three separate charges. Are they to be taken together?

Mr. Ellis—I think so; the evidence of each depends on the other.

Mr. Dalgry—I would ask that I be informed who is the complainant and what are the charges.

Mr. Ellis—The complainant is Captain George Wright, and the charges are contained in the information.

The information was read by Mr. Ellis. It set forth that the accused had disposed of twenty pianos held under a bill of sale, dated the 15th of June, 1888, and that he had kept the money to himself instead of accounting to me. Only this week he told me the pianos were all on hire, and I would take the case out of the lawyers' hands it would be all right.

Re-examined—As to the sale of pianos, I know nothing; I believe by my account, but I do not know how much. When I gave Mr. Hart the receipt for unpaid interest, about \$450, it was because he had paid for me at the hospital, and kept me in his house. Besides, Mr. Hart had lots of toys, silks, fancy goods, and so on, which did not come under the bill of sale. Everything in Mr. Paulhan's house was sold by auction including Mr. Hart's piano, once saw a piano removed from Mr. Hart's shop, and I saw it brought out for sale.

Mr. Ellis—That is contained in the information.

Mr. Dalgry—I do not wish to take any technical objection. But it is not sufficient to make these charges against Mr. Hart, the information is not made part of the charge. The defendant is entitled to know exactly what property he is charged with stealing and when it was stolen.

Mr. Ellis—The case is shortly this. On June 15, 1888, I lent the defendant a sum of \$2500, and he applied to Captain Wright to advance this sum to him and the terms of lending were that the advance should be secured by a bill of sale upon certain pianos in the stock of the defendant. These pianos were intended to be disposed of by him, but he was to permit to let them out on hire. In substantiation of that I will quote the paragraph from the bill of sale. Then the defendant, Mr. Hart, admitted, and admitted, proceeded to sell the pianos. (Mr. Ellis here quoted the dates of each sale.) This is the fraud which Captain Wright charges the defendant, and he charges him with perjury in that he has sworn to the information has been converted to the defendant's own use, and in reference to that I propose to produce the file in bankruptcy where the prisoner's own statement is contained as to his having sold the pianos. He admitted, it is on that that I proceed. I will first of all prove my case.

Mr. Dalgry—I will ask your Worship to make a specific charge because each particular case may have its own defence.

Mr. Ellis—I have no objection. His Worship said that it was impossible for the defendant to get \$3,000; but he would have to go to prison, leaving his wife and family destitute.

Mr. Ellis stated that the defendant's wife and family were already dependent on him, and that he was injured by the defendant's imprisonment.

Mr. Dalgry urged that as the plaintiff had for three years neglected to look after his rights, he had no justification for being so harsh now.

After a little further discussion his Worship said he could not see any ground for bail with such serious charges pending; and he adjourned the further hearing of the case till Thursday next, 22nd inst.

CANTON TRADE REPORT FOR 1892.

The following report on the trade of Canton appears in the Chinese Imperial Maritime Customs Trade Reports and Returns for the year 1892:—

It is remarkable that, notwithstanding the various and complex causes which have adversely affected trade and its natural development, the Canton statistics for 1892 record a gain of nearly 1 per cent. over the figures for 1891—the highest figure of the year.

The causes that operate in the trade of Canton are of a complex nature, and it is not possible to give a full account of them in this report. The causes that operate in the trade of Canton are of a complex nature, and it is not possible to give a full account of them in this report.

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IMPORT AND EXPORT VALUES.

Import and Export values were as follows:—

Net Foreign Imports, market value, 12,411,395.

Net Native Imports, 15,051,546.

Net Imports, 27,462,941.

Deduct Duties and Likin paid at Canton, 1,690,829.

Net Imports minus Duty, 25,772,112.

Deduct 7 per cent. for importers' profit, etc., 1,811,048.

Imports, value at moment of landing, 24,661,073.

Exports, value at moment of shipment, 21,119,829.

Original Exports, market value, 18,885,766.

Add Duty paid at Canton, 1,227,072.

Exports, plus Duty, 20,112,838.

Add 8 per cent. on market value for exporters' profit, etc., 1,510,861.

Exports, value at moment of shipment, 21,119,829.

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Intimations.
NEW ORIENTAL BANK CORPORATION, LIMITED.
(IN LIQUIDATION).
PAYMENT OF SECOND DIVIDEND.
NOTICE is hereby given that a SECOND DIVIDEND of 10% will be paid on Application at the Office of the Liquidator, NEW ORIENTAL BANK CORPORATION, Limited, (in Liquidation), 10, Queen's Road Central, Hongkong, on the 22nd JUNE, at 10 o'clock, and after that date, on all days, to all Creditors who have been received and admitted.
E. W. RUTTER,
Attorney for the Liquidator,
New Oriental Bank Corporation Limited, (in Liquidation),
Hongkong, May 29, 1893. 659

THOMAS'S GRILL ROOM.
THE Undersigned has always thought that such a place as this—first class in every detail—was the one thing needed in the between Hotel and the Private Boarding House. Vastness may have their Choice of Grilled CHOPS or STEAKS at any hour of the Day or Evening, up to 11 o'clock, and if needed, can also be prepared to Supply MEALS to Private Parties per Menu or Order, they sending Dinners, &c., for same and Cash.
For monthly Board, \$35 for 1 person. Tiffin, &c., &c., \$15 per month.
AMERICAN FROZEN OYSTERS always on hand and served in every Style.
Breakfast \$0.50
Tiffin 0.75
Dinner 1.00
SPECIAL TIFINS AND DINNERS can be arranged for at Short Notice.
W. THOMAS,
Proprietor. 612
Hongkong, May 1, 1893.

CLAS. J. GAUFF & Co.,
Chromometer, Watch & Clock Makers,
Jewellers, Gold & Silver Smiths.
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VON LANGE'S CHRONOMETER, BINOCLARS AND TELESCOPES. RAIN'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS. NAUTICAL BOOKS.
English Silver & Electro-Plated Ware. Chrome & Co.'s Patent Plate Ware. GOLD & SILVER JEWELLERY in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY.
A Splendid Collection of the Latest London Patterns, at very moderate prices. 742
THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.
LIST OF SUBSCRIBERS TO THE HONGKONG TELEPHONE EXCHANGE.
10.—Aberdeen Paper Mills Office, Wing Lok Street.
11.—Aberdeen Paper Mills.
12.—Aberdeen Dock.
13.—Alice Memorial Hospital.
14.—Anderson, G. C. Capt., Praya Central.
15.—Do. Do. Do.
16.—Arnold, Karberg & Co., do.
17.—Bay View Hotel.
18.—Blackhead, F., Residence.
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Intimations.
HONGKONG HOTEL COMPANY, LIMITED.
NOTICE.
AFTER this date NO FULLY PAID-UP SHARES of this Company will be TRANSFERRED on which the Calls on the NEW SHAREHOLDERS in the same Name, remain unpaid.
By Order,
R. LYALL,
Secretary.
Hongkong, April 10, 1893. 671
YUNG CHUNG & Co. (吳順海上).
FROM SHANGHAI, are prepared to undertake CONTRACTS and JOBS for PAINTING, POLISHING, DECORATING and all descriptions of ORNAMENTAL WORK, and Houses, also for making CABINETS and Furniture, and solicit the kind patronage of the Public. All Orders will be promptly, faithfully and satisfactorily executed. Best Materials and Superior First-class Workmanship in neat and SHARPLY MODERATE CHARGES.
No. 15, WELLINGTON STREET.
Hongkong, February 1, 1893. 195

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.
1893.  1893.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
TWIN SCREW STEAMERS—10,000 HORSE POWER.
PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA.....6,000 Tons.....WEDNESDAY.....5th July.
EMPRESS OF JAPAN.....6,000 do.....WEDNESDAY.....26th July.
EMPRESS OF CHINA.....6,000 do.....WEDNESDAY.....19th August.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to land and embark passengers.
The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.
Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers' choice of Atlantic Line.
RETURN TICKETS.—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.
Special Rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and to European officials in service of China or Japan.
The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on Route are owned by the Company and their appointments and cuisine are unequalled.
The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.
For further information as to Passage and Freight, apply to
D. E. BROWN, General Agent. 1054
Hongkong, June 14, 1893.

SHARE LIST—QUOTATIONS.—JUNE 17, 1893.

Stocks.	Value.	Price.	Change.	Remarks.
Hongkong and Shanghai Bank Corp.	50,000	125	all	105% prem., sales
New Issue.	50,000	125	all	105% prem., sales
Bank of China, Japan and Straits.	99,875	10	1/2	115 1/2, sellers
Bank of India.	1,250	10	1/2	120, sellers
National Bank of China, Limited.	1,250	10	1/2	120 1/2, buyers
China Insurance Co., Ltd.	10,000	25	1/2	60 1/2, 112, nom.
China Traders Insurance Co., Ltd.	83,333	25	1/2	60 1/2, 112, buyers
North-China Insurance Co., Ltd.	5,000	20	1/2	110, buyers
Straits Insurance Co., Ltd.	30,000	10	1/2	20 1/2, buyers
Union Insurance Society Co., Ltd.	10,000	25	1/2	25 1/2, buyers
Yankee Insurance Association, Ltd.	8,000	100	all	894, buyers
China Fire Insurance Co., Ltd.	20,000	10	1/2	20 1/2, sellers
Hongkong Fire Insurance Co., Ltd.	8,000	25	1/2	25 1/2, buyers
Straits Fire Insurance Co., Ltd.	20,000	10	1/2	20 1/2, buyers
H'kong & Whampoa Dock Co., Ltd.	12,500	125	all	70% prem., nom.
China and Manilla S. S. Co., Ltd.	5,000	10	all	826, sales and buyers
Douglas Steamship Co., Limited.	20,000	5	all	836, sellers
H.K. C. and M. Steamship Co., Ltd.	80,000	2	all	824, sellers
Indo-China S. S. Co., Limited.	2,000	5	all	11 1/2, sellers
Steam Land Navigation Co., Limited.	2,000	10	all	23, sellers
China Mutual S. S. Co., Ltd.	20,000	10	all	22, sellers
Do. (new issue).	20,000	10	all	21, sellers
China Sugar Company, Limited.	15,000	10	all	415, old, ex new, sales and buyers
Luzon Sugar Company, Limited.	7,000	10	all	415, old, buyers
Wahai Warehouse and Storage Company, Limited.	2,600	100	all	371 1/2, nom.
Hongkong Land and Building Co., Ltd.	50,000	10	all	50 3/4, sellers
Kowloon Land and Building Co., Ltd.	6,000	5	all	37 1/2, sellers
Humphreys Estate & Finance Co., Ltd.	1,000	1	all	874, nom.
West Point Building Co., Limited.	12,500	5	all	40 3/4, sellers
H.K. High-Level Tramways Co., Ltd.	1,200	10	all	855, nom.
Jehon Mining & Trading Co., Ltd.	4,500	10	all	55 1/2, sales and buyers
Punong Mining Co., Ltd.	50,000	10	all	55 1/2, sales and buyers
Selama Tin Mining Company, Limited.	115,000	10	all	130 1/2, sellers
Societe Francaise des Charbonnages du Tonkin.	8,000	50	all	500, 300, sellers
The Balmoral Gold Mining Co., Ltd.	15,000	1	all	50 cents, sellers
New Luminous Mines, Limited.	175,000	17 1/2	all	130 1/2, nom.
Sauk-Aut Gold Mining Co., Ltd.	20,000	10	all	130 1/2, nom.
Societe Francaise des Houilleries de Touraine.	8,000	500	all	57 1/2, nom.
FLATIRON, LTD.	7,500	1	all	51, buyers
China-Borneo Company, Ltd.	5,000	1	all	51, sellers
H. G. Brown & Co., Limited.	5,000	1	all	51, sellers
Austin Arms Hotel and Building Company, Limited.	4,000	50	all	80, nom.
Hongkong Hotel Company, Ltd.	6,000	50	all	80, nom.
3,000 shares issued.	6,000	50	all	80, nom.
A. S. Watson & Co., Limited.	50,000	10	all	81 1/2, sales
Dalton, Crainshaw & Co., Ltd.	50,000	10	all	81 1/2, buyers
H.K. and China Gas Co., Limited.	7,000	10	all	81 1/2, com. div., sales and buyers
Hongkong Electric Co., Limited.	30,000	10	all	84, sellers
GREEN ISLAND CO., LTD.	20,000	50	all	nom.
Hongkong Brick & Cement Co., Ltd.	4,000	15	all	120 1/2, 83 1/2, nom.
Campbell, Moore & Co., Limited.	1,200	10	all	84, nom.
Geo. Farwell & Co., Limited.	6,000	20	all	85 1/2, sellers
Hongkong Bakery Company, Ltd.	3,000	10	all	84, nom.
Hongkong Dairy Farm Co., Ltd.	3,000	10	all	84, nom.
Hongkong Ice Company, Limited.	6,000	25	all	88 1/2, sellers
H'kong Rope Manufacturing Co., Ltd.	8,000	50	all	89, sellers
* Founder's shares.	8,000	50	all	89, sellers

Occidental & Oriental Steam-Ship Company.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Oceanic (via Nagasaki, Kobe, Yokohama & Honolulu).....TUESDAY, June 27, at daylight.
Gaelic (via Nagasaki, Kobe, Yokohama & Honolulu).....THURSDAY, July 20, at daylight.
Delgo (via Nagasaki, Kobe, Yokohama & Honolulu).....THURSDAY, Aug. 17, at daylight.
THE Steamship OCEANIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 27th June, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passengers Tickets granted to Atlantic, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.
Rates and particulars of the various routes may be obtained upon application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, QUEEN'S ROAD CENTRAL, J. S. VAN BUREN, Agent.
Hongkong, June 8, 1893. 1020

WINDSOR HOTEL
(In Commercial Buildings),
QUEEN'S ROAD, HONGKONG.
THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.
Cuisines under European management. Each bed-room has its own Bathroom, Hot and Cold water. Passenger Elevator to all floors.
Charges from \$2 per day upwards.
Special Rates for Families or Permanent Boarders. Offices and Rooms to let. Unfurnished, and Rooms with or without Bath, by day or month. Apply at the Office, No. 37, 3rd Floor.
Hongkong, August 23, 1892. 1534

TO LET.
TO LET.
OFFICES in PRAYA CENTRAL, above Messrs. DOUGLAS LAPEIRE & Co.'s Office.
"THE WILDERNESS," GAINES ROAD, OF NO. 4, QUEEN'S ROAD CENTRAL, over the BANK OF CHINA, JAPAN & STRAITS, LTD., Nos. 11 and 12, COOMES ROYAL LARGO FURNISHED HOUSE AT MARINE GATE.
NEW HOUSES in ELGIN STREET, 2nd STREET and STANTON STREET.
No. 7, PRAYA CENTRAL, at present occupied by the NEW ORIENTAL BANK IN LIQUIDATION.
FLOORS and GODOWNS in BLUE BUILDINGS.
No. 13 BOWLING VILLA, at MARINE GATE, Cheap rental.
GROUND and FIRST FLOORS, No. 5, SHELLEY STREET.
No. 10, OLD BAILEY.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, June 16, 1893. 449

TO LET.
FOUR ROOMS (Furnished or Unfurnished), above the Kowloon Club, Kowloon, with Two BATH ROOMS. Separate Entrance.
Also,
ONE GODOWN, No. 117, PRAYA EAST.
Apply to
DORABJEE NOWROJEE,
Victoria Hotel.
Hongkong, May 24, 1893. 938

CAIN
ONE POUND
A Day.
A GAIN OF A POUND A DAY IN THE CASE OF A MAN WHO HAS BECOME "TALL RUN DOWN," AND HAS BEGUN TO TAKE THAT REMARKABLE FLESH PRODUCER.
SCOTT'S EMULSION
OF PURE COD LIVER OIL WITH Hypophosphites of Lime & Soda
IS NOTHING UNUSUAL. THIS FACT HAS BEEN PROVED OVER AND OVER AGAIN. PALATABLE AS MILK. ENDORSED BY PHYSICIANS. THREE TIMES AS EFFICACIOUS AS PLAIN OIL. AVOID SUBSTITUTIONS AND IMITATIONS. Sold by all Chemists.
SCOTT & BOWNE, LIMITED,
47 FARRINGTON STREET, LONDON, E.C.
Sole Agents for China and Hongkong: Messrs. A. S. WATSON & Co., Ltd.

A CURE FOR ASTHMA!!!
GRIMAULT'S Indian Cigarettes.
Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of Voice, Nervous Coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal Affections, and Difficulty in Expectoration, are promptly relieved by these Cigarettes.
GRIMAULT & Co., Paris. Sold by all Chemists.
GRIMAULT'S Matico Capsules AND INJECTION.
Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copalite, have not the inconvenience of producing Nausea.
MATIO INJECTION is used in recent MATICO CAPSULES in the Chronic Cases.
GRIMAULT & Co., Paris. Sold by all Chemists.
For Sale by A. WATSON & Co., Chemist. 692

ON MONDAY, the 26th day of June, 1893, at 3 p.m., the Company's S.S. NEKA & E. Captain SOMMER, with MALES, PASSENGERS, SPEOPLE, and CARGO, will leave this port as above, calling at NARVES and GENOA.
Shipping Orders will be granted till Noon, Oahu, will be received on board until 4 p.m., Speole and Parcels until 3 p.m. on the 26th Instant. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents of Packages are required. No Parcel Receipt will be signed at less than \$2, and Parcels should not exceed Two Feet Cubic in measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewards.
For further Particulars, apply to
MILHOERS & Co., Agents.
Hongkong, June 5, 1893. 1001

And I make this solemn declaration conscientiously believing the same to be true, by virtue of the provisions of the Statutory Declaration Act, 1835 (Will. IV., c. 62).
(Signed) GEORGE HODGSON.
Declared before me at Leeds in the County of York, by the said George Hodgson, this 6th day of October, 1891.
(Signed) ALF. COOK, Mayor of Leeds.
Turn back and read once more the seventh sentence in the statement. The last seven words are these: "For twenty years I never felt well." A full sky and had weather in this man's life for twenty years! Think of that! Then follow along to where he says, "I never felt so well in all my life as I do now." No wonder he wants others to know about it. That shows him to be, what he is, a right-thinking and a right feeling man. His announcement will do good—lots of good—as there is a multitude of men and women tormented in the same way Mr. Hodgson was. Some have symptoms like his, and others have different ones, but they all signify the presence and power of the same old disease and scourge—Indigestion and Dyspepsia.
The reader takes notice, of course, of the form in which the foregoing statement is made—the form of a simple and solemn declaration, according to law, before a magistrate, and which is the only place struck up as a horrible cold, but Nansen assured us the walls were lined with felt and reindeer skin, and, once the cabins were properly warmed, they would retain the heat. The other cabins were much the same; two are for four men apiece, and the others for two. Everything is casemated white, because white enamel reflects more light than anything else; but it seems strange to have white indoors and white out of doors, and this gives no rest to the eyes; and one would naturally suppose the eyes would weary for change of colour in a region probably lacking in colour altogether. At the back of one of the cabins is a curious, small, window-like opening, leading to the library. This library is about four feet high, and is really for storing the books and papers. It is quite dark, and as unlike one's ordinary idea of a library as anything could be. In the middle of the saloon is the bookcase, which is a table to be fixed. The cabin is so small every inch of room has to be put to its best possible use. And yet Nansen talks cheerfully about their all living entirely in this confined space. "If the cold becomes too intense for us to occupy our sleeping cabins, we shall have to shut them up, and all of us will have to camp in this little saloon; but I hope that will not be necessary." An one of the bunking a sleeping pocket—not that the sleeping pockets will be required in the ship; but if the ship has to be abandoned, they will become absolutely necessary. It is made to hold three men, and a very curious thing it looks. It is long enough to allow the men to lie full length, and, once the lights are put out, like a curtain, a large, hood-like and comes down over the face, and well leaping over the underpart, is strapped down. Now this pocket was made of reindeer skin—the fur, of course, inside—and, to look at the outside, one would think it was made of cloth or could sleep all night in such a thing, buttoned down, without suffocating altogether. But the cold of an Arctic night requires such arrangements, and Dr. Nansen's only fear is that they may not be warm enough.
She may be a wonderful ship; she may answer all that is required of her. But, oh! what a contrast the confined space, the absolute severity of everything, to Nansen's charming artistic home, where he is surrounded by every comfort and every luxury. Yet he is willing to leave everything behind, rushing into unknown dangers and terrible hardships, firmly believing his theories of the polar current are correct, and that he will shortly return with the proof, and the reward of having added a boundless store of information to that insatiable goddess, Science. How many good lives have been sacrificed in her cause! and yet it is due to the dauntless daring of generations in every branch of science that we are what we are to-day. Without scientific knowledge, what should we now be?

LETTING THE SUN SHINE IN.
"I am just standing here to let the sun shine in to me a bit."
It was about two o'clock in the afternoon in London. For two weeks or more the weather had been rainy and cold. Not a glimpse of the sun by day or of a star by night. Just drench, dampness, and chilliness everywhere. People were feeling cross and hungry dogs. It was a time for suicide and rheumatism, and there was plenty of both.
Yet Heaven piled up at length, and at noon of the fifteenth day the clouds were swept away like dust by a new broom, and the sun came out and tried to lift himself up to meet him half way. You can fancy it. Then it was that I asked the young clerk what he was doing out on the pavement in business hours, and he answered in the words which begin this article. Small blame to him, for what is business to a bachelor of sunshine? Why, nothing, to be sure.
Now, if you will be good enough to read what Mr. Hodgson says, I'll tell you what he and the clerk were alike in. First, though, we will let our friend from Leeds have the floor for three minutes. He says—
[Cort.]
"I, George Hodgson, of 17, Fraser Street, Stoney Rock Lane, Leeds, do solemnly and sincerely declare as follows:—
"I have for twenty years suffered from a bad stomach and indigestion. I always felt tired and languid, and had a strange uneasy feeling at the pit of my stomach. I had a foul taste in the mouth, particularly in the morning. My appetite was poor, and after every meal I had great pain at the chest and sides. I was much troubled with sick headache, and I had often pain and weight at my forehead. A hacking cough troubled me during the night and on waking in the morning, and I spat up a deal of thick phlegm. As time went on I became pale and emaciated, and got weak and nervous, and for twenty years I never felt well. I struggled on